

The Royale Owners Club



Rockit News April 2009



Peter Gibbons, Chairman, Events Organiser & Spares
(01525) 381240 Mob : 07836 572183
e-mail: peter@columball.freemove.co.uk



John Kelly, Membership Secretary, Sabre
Technical co-ordinator (01233) 624813
e-mail: alcouce15@googlemail.com
Shirley Kelly, Treasurer (01233)624813



Simon Carrington, News Editor
(01296) 715069 Mob: 07866 808103
e-mail: carrington357@tesco.net



Jim Waites, Southern Events Organiser
(01582) 655076
e-mail: jjwaites@ntlworld.com



Bill Paul, Northern Events Organiser
(01697) 345901
e-mail: Bill_paul@btopenworld.com



Frank Moir, Ordinary committee member
(01619) 738171
e-mail: frank.moir@btinternet.com

ROC website
<http://www.royaleownersclub.org.uk/>
e-mail user group Members only
<http://autos.groups.yahoo.com/group/royaleownersclub>

All contributions to this publication are the personal opinions of the individuals concerned. The club accepts no responsibility whatsoever for the advice or information that it contains

Welcome to new members

Agostino Cardone from Naples, Italy who has a Sabre Twin Cam, Harry Liebkowsky from Bielefeld, Germany and Axel Dumpelmann from Schoningen, also in Germany both Sabre owners and John Hennessey from Yorkshire another Sabre owner

Contact changes

Please see new April 09 **members only** contact list at the back of this issue. Please also **destroy your old lists** as there are members on it that are no longer members, indeed some are deceased and the family's want no more contact. (SC)

The ROC Website

If you haven't already looked at the new club website, then now's the time, you know it's better than Eastenders, personally I'm very impressed and happy to see that the club now has a website, that brings us into the 21st century and will be updated and maintained regularly. All members can sell Royale related items and complete cars on the For Sale page, photo's, text description price and contact numbers are required. Items wanted can also be asked for. Please also "do your bit" by sending anything anecdotes, members reports, technical etc. feedback, even (constructive) criticism to either myself or Peter Gibbons (SC)

The ROC AGM will be held at the Stoneleigh show on Sunday 3rd May at 12 noon in the Warwick Suite as last year. Members travelling some distance and wanting to stay over should look at the holiday Inn website. Some members have already booked a room at the Leamington Spa holiday Inn.

The Royale Register This is an invitation to all new members to send your car details to David Palfreyman an ROC member who is compiling a register of all, Royale cars so that the club may hold this information, confidentially, in order that a new owner will be able trace the history of any car more easily in the future.

Information such as engine, chassis and registration numbers, type of engine and gearbox, where and when the car was built and by whom will all prove invaluable in the future. So please send what you know preferably by snail mail to David, whose contact details are on the members only contact list. (SC)

The Peter Hare Memorial Fund is £15 better off thanks to a donation from ROC member David Johnson. Many Thanks (SC)

Contents

- 1. "All flaps up"** and ready for inspection, **Jim Waites**
- 2. Your Committee**
- 3. News, Editorial** etc.
- 4. Trips Days Out** etc.
- 5. Coventry Weekend** ROC trip for mid July
- 6 & 7. Barrie Evans** "Frazer Nash BMW" and **Chairman's Chat**
- 8. For Sale Wanted**
- 9, 10 & 11. Peter Gurtons** Sabre lookalikes * Old Year Out & New Year In
- 12. Back issue list**

***My Sincere Apologies** to Peter Gurton and Ray Hobby for the picture Quality on the Sabre Lookalike page. This was a new HP cartridge that I couldn't do again (SC)

PRINT DEADLINE FOR THE NEXT ISSUE OF THE ROCKIT NEWS IS JUNE 23RD

Coventry Weekend – 11th – 12th July 2009-03-19

Join us for a visit to Coventry Cathedral and Coventry Transport Museum with an overnight stay

- Parking at Millenium Place in front of the entrance to Coventry Transport Museum
- Visit Coventry Transport Museum and Coventry Cathedral
- Optional overnight stay at the Hinckley Island Hotel.



Museum

Coventry was the birthplace of the British cycle and motor industry and the museum displays the world's largest collection of British road transport. Not only can you view the design classics on show but the museum also boast that you can "rattle your bones on one of the earliest cycles and blow your mind when you feel the force of the land speed record". Majority of the collection is Coventry built or has a strong connection with the city. Parking and admission is free.

www.transport-museum.com/

Cathedral

Coventry Cathedral has been named as the country's best preserved urban landmark

On the night of 14 November 1940, the city of Coventry was devastated by bombs dropped by the Luftwaffe. The Cathedral burned with the city, having been hit by several incendiary devices. The decision to rebuild the cathedral was taken the morning after its destruction. HM The Queen laid the foundation stone on 23 March 1956 and it was consecrated on 25 May 1962. It has many striking modern features to enjoy together with the grounds and the ruins of the 1940 building.

www.coventrycathedral.org.uk/

Hinckley Island Hotel

A small number of executive double rooms are held at the Hinckley Island Hotel which is a short drive away. The hotel has ample parking, and for the fitter amongst us a gym and indoor swimming pool, so bring your cossie! Rooms are £59.00 room only, book through Peter or Wendy on 01525 381240 or send cheque to us at 11 Columba Drive, Leighton Buzzard, LU7 3YN.

<http://www.barcelo-hotels.co.uk/hotels/central-england/barcelo-hinckley-island-hotel/>

www.barcelo-hotels.co.uk/hotels/

BMW/Frazer Nash or Royale Sabre ?

The kit was purchased from the factory in Sept 1995 by a Mr Rowson from Cheshire as a retirement project. The donor car was a 1989/1990 Ford Granada 2 Litre GL which was written off due to a rear end collision in 1996. It had just been fitted with a fully reconditioned 2litre DOHC fuel injected engine mated to the 5 speed MT75 gearbox.

It took over 2 years to build and was first registered on 1st January 1998. He drove it occasionally keeping it in his heated garage, but running the engine regularly . I was told that he had died in 2007 and following an advert on the internet a chap from a village near Tunbridge Wells purchased her from his family with only 323 miles on the clock. He spent thousands of pounds trying to change its identity to a 1930/40s BMW/Frazer Nash.

Purpose built MWS Chrome wire wheels and 185HR15 Vredestien tyres were fitted, the body side panels were re-sprayed in ivory and it was re-badged. The headlamps were changed to the tripod P7000 Lucas type, the interior was re-trimmed in leather with new Wilton carpets and a Powerflow stainless steel exhaust fitted. The car was re-registered with age related plates. He travelled a further 1131 miles and then had to sell the car to finance the purchase of some land adjacent to his home.

I bought the Sabre in 2008 with a total of just 1454 miles on the clock and it has been extremely well constructed, with many new parts fitted during the build. The chassis is still in its original gloss black. A CD showing pictures of the donor Granada and documenting the construction, photos of the Sabre as it looked in 2007 and the original Build Manual were all discovered in the boot.

Due to the car not being run regularly I have had fun spending many hours sorting out various niggles including fuel injection and abs problems (thanks to John Kelly for his invaluable help) and have fitted a badge bar along with Lucas spot and fog lamps.

Recently I thought that I would like to find out more about the history of the car and discovered that Mr Rowson was a club member for many years. After extensive enquiries within the club no one seemed to have known him, however, Ken Baker kindly found a few phone numbers from the archives.

I could have fallen off my chair when I phoned one of the numbers expecting a stranger to answer, but to my astonishment it was Mr Rowson! He was alive and kicking and verified the known history and its low mileage. He had to part with the Sabre because he had difficulty climbing in and out of her now that he was well into his seventies. He was pleased that the car had now fallen into the hands of an enthusiast and asked me to cherish her. He needn't have asked!

Many people mistake the car for a pre-war BMW, but we all know it as a quality kit car a Royale Sabre.

Barrie Evans



Chairmans's Chat

Hi everyone, I expect you are all looking forward to the new season and that your all praying for good weather. After the winter we have had and the poor summers of recent years I'm sure you will agree we are due a hot dry summer.

I now have my car successfully steered through SVA and although I did not build the car myself it was still a nervous time and we managed to get through at the second attempt. This you would think would have been it, but no, we now have vibration approaching 70 mph and it feels so sharp it's like having thousands of pins constantly pushed in and out of your back through the seat back. Investigations are on going but I suspect prop shaft out of balance will be the answer.

My thanks must go to Jim Waite's for doing such a good job of fitting my hood. This is trickier than it looks but he has done a great job of fitting mine for me.

The new club web-site is now fully active so I hope you will take the time to look at it, make suggestions, send photographs for inclusion, build stories, technical tips and anything else you think might be of use to other Royale Owners.

The parts list is now fairly comprehensive, but I have to add that it is not a list that includes much of the original Kit. Body and Chassis and specialist made parts are not what we are able to source at present but most other parts are. So if you are struggling, give me a call and we'll see what we can do to help you out.

Don't forget the AGM at Stonleigh, this is the central point in time for you to get your point and ideas across, what you want from the club, what you can do to promote the club and give a steer to the committee as to the direction the club should follow the coming year.

I think we have had a good year, we have a new web-site, a committed committee and I think still 6 cars under construction that we hope will soon be completed.

I hope you all have a great summer with your cars and I look forward to a great year ahead.

Peter Gibbons.

For Sale, Wanted

Tony Blackwell has a 2.9 V6 engine with a complete Granada wiring loom and the EEC IV fuel injection ECU all surplus to his requirements. £350.00 the lot. Tel 02804 737277 Email : Tony.blackwell2@ntlworld.co.uk

David Wilks has a Royal Blue superwool carpet set, pictured below, including the boot carpet, for a Sabre, all supplied by Vintage Motor Co. cost £290.00 asking £175.00 Email: dwilksnoe@hotmail.com



The Jaguar Mesh pictured in the photo ^ in Peter Gibbons Sabre nosecone is available, cut to size, from adamesh.co.uk at £60.00 plus post & packaging

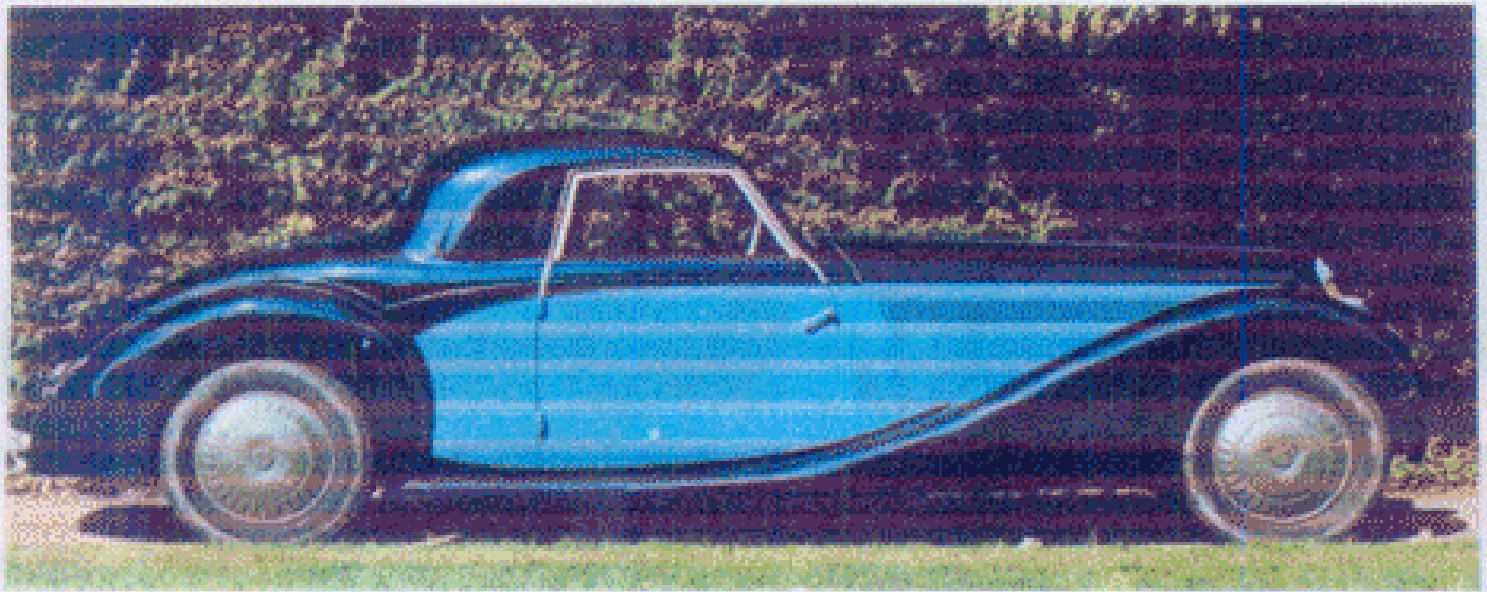
Barrie Evans has 2 Ford Granada Haynes Manuals 1 for cars 1985 to 88 and 1 for cars 1985 to 94 both in good clean condition £4.00 each + post & packing: Tel Barrie 07814 621376 or Email Barrie.evans4@btinternet.com

More apologies. I have had computer problems of late in that after downloading a free photo editing program all articles that I had saved for this issue disappeared. I have had all that I can remember re-sent to me so if you have sent me something that is not in this issue please re-send it to me for the July issue.

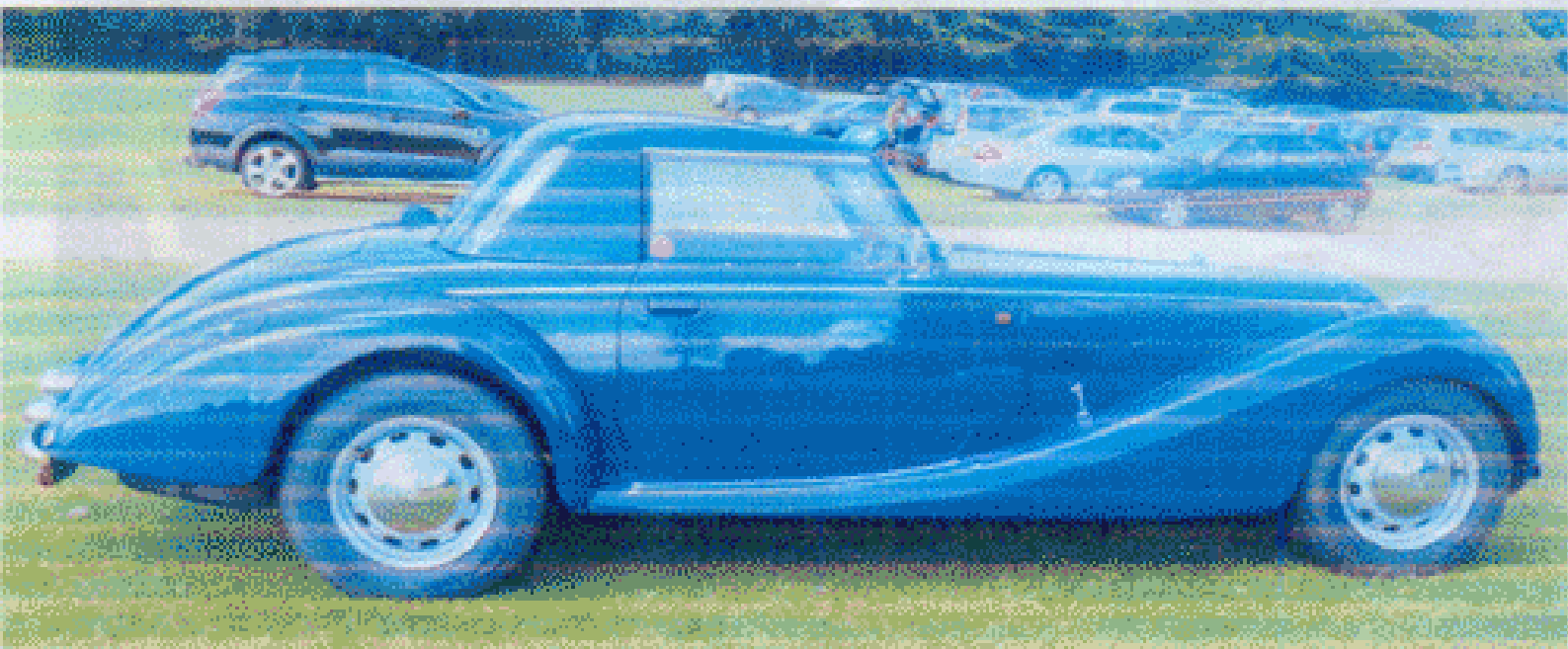
The only thing that I can remember that is still lost is the treasurer's Quiz so I will catch up with that next time. (SC)

Sabre look-a-likes ?

Came across this beautiful Pourtout bodied 1938 V8 Lancia Astrua coupé. This was a one-off commission for the Parisian based carrosserie (coach builder) ordered by the Duke of Montagu.



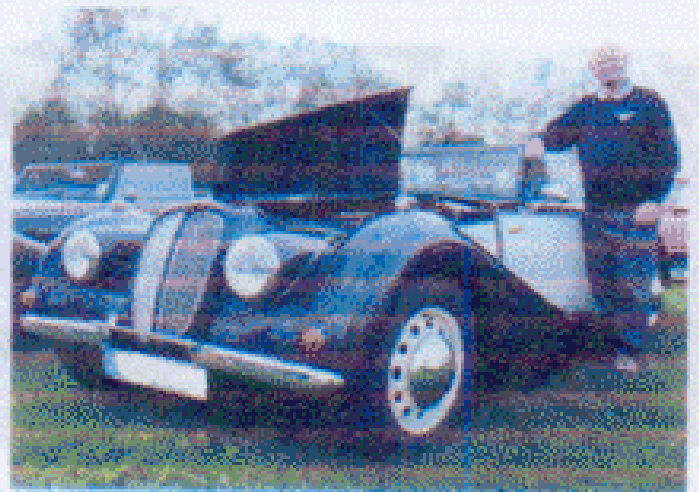
The real thing !



In the Press

Send in your press cuttings for the next issue of the ROCKIT News

On the right, Ray Hobby with his Sabre pictured at the Stafford Kit Car Show last year as shown in November 2008 issue of The Complete Kit Car magazine.



Ray Hobby with his immaculately built Royale Sabre.

OLD YEAR OUT & NEW YEAR IN by Peter Gurton

We were unable to attend all of the club events during 2008, but we did enjoy meeting up with fellow members at the AGM, Laon & Cotswold Tours and the Christmas Do.

July 2008

The Club's Cotswold Weekend with eight other "crews".



Jim & Jean Waite's car swamped by Japanese Tourists



Ken & Sue Hamlin's Sabre looking very nice on a set of chrome wires.



John Nassaris taking a close look at Bob Jeffery's FHC Sabre.



Derek & Jean Robertson's Sabre with unique s/s body fittings.

November — A "Royale Flush" of Sabres made it to the Exeter Kit Car Show where we were joined by Ken Hamlin, Peter & Wendy Gibbons & some friends from the JBA Owners Club.



A "Royale Flush" - Tonneau (Stan Verall), Hard top (Peter Gurton), Soft top-up (Jim & Jean Waites) & Soft top-down (John & Wendy Nassaris)

Cont :-

December 2008

We said goodbye to 2008 in style at the Club Christmas Dinner/Dance, held at Worcester which was well attended by our group of 26. It was to be a bitterly cold weekend and not surprisingly there were only two Royales out in the hotel car park.

January 2009

New Years Day saw us in all day sub zero temperatures at the Merlin Events (not the Merlin car club) Classic Car Meet at RAF Yeovilton. We took part in a thirty mile organised trip through the frost laden lanes and villages, then back to the warmth of the restaurant for hot food & drinks, where we chatted with other mad motoring friends.

What's coming up - April, May & June 2009

In April, we will be touring in Devon & Cornwall on the Merlin Spring Classic event which, unfortunately, is the same weekend as the Detling Kit Car Show in Kent. May is the Stoneleigh Kit Car Show and our club AGM. We booked our overnight accommodation at the Leamington Spa Holiday Inn, on-line for £105! This is two people & includes accommodation, breakfasts and evening meals in their restaurant. And, what's more, you can cancel up to 4.00 pm on the day without incurring any costs. At the end of May, we are off to do the Circuit Historic du Laon again, but this time, hopefully, in our Sabre.

The ROC Newsletters were launched in January 1995 as the Royale News, changing titles to the Bulletin in January 2000 and then again to the Rockit News (deliberate misspelling, for obvious reasons) in September 2005. Having now scanned all back issues to CD the club is able to offer members **Back Issues** in hard copy single issues at £1.50 inclusive (UK) and £2.00 inclusive Europe.

Alternatively CD copies, 5 years per CD at £5.50 inclusive (UK) and £6.50 inclusive Europe are available.

As you will appreciate this is more or less cost to the club, however the prices have been “rounded up” and any profits will be saved in the Peter Hare Memorial Fund and then donated to a Charity chosen by the ROC committee.

Royale Owners Club Newsletters complete list 95---on

1995 Royale News	1996	1997	1998	1999
January	February	February	February	March
March	May	May	May	September
June	August	August	June	
November	November	September	August	
		November	Christmas	
		December		
2000 Bulletin	2001	2002	2003	2004
January	February	February	February	January
March	May	April	April	April
June	July	June	July	August
August	September	August	October	
November	November	October		
2005	2006	2007	2008	2009
January	March	January	January	January
March	June	April	April	April
June	October	July	July	
September Rockit News		October	October	
December				

Please order any copies from Simon Carrington by Email or telephone, details page 2 (please have a list of which years or copies that you want to hand) before phoning.